



Accident, incident
and mishap reporting
Monthly summary
April 2013



What's in this summary

The following text summarises details of notifications of accidents, incidents and mishaps as reported by the person advising Maritime New Zealand in accordance of s. 31 of the Maritime Transport Act 1994. These summaries are provided for information purposes only, and are not intended to be, nor should be construed as evidence of any determination by Maritime New Zealand as to accuracy, cause, or liability. As far as possible the summaries reflect the language and terms used in the notifications, though some names and details have been withheld to protect the privacy of individuals involved and to avoid prejudice to any subsequent investigations that may occur.

This report was extracted on 0900, 28 April 2013 and only includes notifications reported before that date. For that reason this report does not necessarily include all reported notifications for the month and is not suitable for statistical or analytical purposes.

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9 March 2013 – 09:30

Complaint

Waikato River

Vessel	
Vessel Type	Jet Boat (SOP)
Vessel Category	Adventure
Length (m)	5.50

Narrative as reported

Complainant 1 : The jet boat drove at approx. 30 knots through a group of students coming within 5 metres of at least 2 students.

Complainant 2 : The kayak group got on the river at 10:15 am. The first encounter with the jet boat was shortly after this. One of the groups was still in the eddy practicing their skills when the jet boat drove his craft at full speed passing the group at a distance of 5 m. The wake produced washed three of the group into the bank and capsized them.

200 – 300 m downstream another instructor heard the boat and managed to move her group to the side holding onto the bank. The jet boat did a flat spin manoeuvre, missing the children by approx. 2 m. the wake washed the children into the cliff and caused one to capsize. During the 12:30 pm jet boat run the driver swerved towards the same instructor's group, frightening the children.

As a guide approached a rapid the jet boat overtook his group at a distance of 6-7 m, while the children were negotiating the rapids. At this point the instructors kept their groups in an eddy for 15-20 minutes until the boat returned to its base.

Again at 2:40 pm the driver deliberately drove his craft towards the kayakers and at the last second flicked the tail of the boat towards the group as he passed at full speed. This knocked over the group onto the rocks. After this the instructors decided to get the kayaks off the river until the jet boats were done for the day.

There was an extra run at approx. 3:40 pm, which had not been discussed earlier in the day. The chief instructor took a position mid-stream to usher the children to the side. Before all were at the side of the river the jet boat came through the middle of the group, coming within 2 m of some of the children.

18 March 2013 – 14:30

Injury Only

Eastern Coromandel Peninsula

Vessel	
Vessel Type	NZ Fishing (SSM)
Vessel Category	Line Fishing
Length (m)	14.3

Narrative as reported

As a crewman was passing bins out of the fish room to another deckhand, he was speared by a piece of fractured bin lid. He was cut on the underside of his wrist and this resulted in damage to tendons.

The vessel steamed to the coast where the injured crewman was taken off the vessel and transported to Hospital. X-rays confirmed the need for surgery. This was carried out in his home town the following day.

27 March 2013 – 11:30

Contact/ Flip/Overturn / Injury Only

Kaituna River

Vessel	
Vessel Type	Raft (SOP)
Vessel Category	Adventure
Length (m)	4.3

Narrative as reported

The guide was rafting over Tutea Falls, as the boat went over the falls he must have scrapped his hand as the boat flipped upside down. First aid was administered on the river. He then proceeded to exit the river to seek medical help at hospital.

27 March 2013 – 14:45

Collision / Contact

Tutea Waterfall

Vessel	
Vessel Type	Raft SOP
Vessel Category	Adventure
Length (m)	4.4

Narrative as reported

The raft had a good line over the waterfall. A customer took a hit to the left wrist.

28 March 2013 – 14:15

Injury Only

Kaituna River

Vessel	
Vessel Type	Raft SOP
Vessel Category	Adventure
Length (m)	4.4

Narrative as reported

While rafting Tutea Falls the raft went over the waterfall, one customer fell out and managed to hold on. The crew pulled him in. Another passenger showed the guide her hand. It appeared that she had scrapped her right knuckle on the right wall. She said she was ok, in a bit of pain and bleeding but nothing major.

After the next rapid the injured passenger said the pain was worse so the guide put two gauze strips and two crepe bandages with a dressing to stop the bleeding. The skipper looked after the rest of the passengers while first aid was administered. Further down the river the passenger started to really feel some pain, so the guides decided to head for the take out point.

The guide dropped her off at the evacuation point above Bottom Hole. The skipper walked her down to the take out point. The injured passenger was placed in the front seat of the vehicle and she was

happy to be off the river and heading home. When back at base more first aid was administered, then the passenger was taken to a healthcare facility.

28 March 2013 – 20:00

Grounding

Passage Rock, Kawau

Vessel	
Vessel Type	Recreational
Vessel Category	Launch
Length (m)	130

Narrative as reported

The vessel struck Passage Rock at 2 knots. The boat flooded, the boat was then towed to South Cove on Kawau and beached.

29 March 2013 – 10:50

Near miss / Close quarters

Islington Bay Wharf

Vessel	
Vessel	Unpowered Recreational
Vessel Category	Dinghy Unpowered
Length (m)	3

Narrative as reported

Complainant 1 : The vessel motored through moored boats in Islington Bay at a speed well exceeding 5 knots, creating quite a wake from its bow. The wave action from the wake hit the duckboards of several boats in the bay.

The reporter and her husband were in an inflatable dinghy rowing across the bay and felt the other skipper of the vessel was heading for the dinghy in a direct line. He passed really close to the dinghy, causing it to rock quite bad.

The couple were scared by the experience. The reporter's husband was waving at the other skipper to slow down from quite a distance out. Several other boat owners were calling out to him to slow down. He just ignored everyone and kept going at the same speed.

Complainant 2 : The boat was delivering a number of passengers to the wharf at Islington Bay. It approached the wharf, passing through a number of anchored vessels at excessive speed, (estimated about 10 knots). This caused considerable wave action, submerging the duckboard of the launch on which the complainant was standing.

The complainant's two friends were rowing back to their launch in their dinghy when the vessel roared through. The dinghy rocked violently, and the two occupants became frightened and very wet. A nearby launch was also affected by the wash. Several skippers of launches moored called out to the driver to slow down.

The complaint is that the vessel was traveling far in excess of a safe speed when making its way through a bay full of anchored vessels and the skipper was seemingly unaware of the danger to the occupants of small dinghies.

29 March 2013 – 14:50

Collision / Contact / Loss of stability

Foxton Beach

Vessel 1	
Vessel Type	Recreational
Vessel Category	Power boat / Jet boat
Length (m)	4.3

Vessel 2	
Vessel Type	Recreational
Vessel Category	Power boat / Jet boat
Length (m)	6.0

Narrative as reported

Vessel 1 : The skipper was coming up the river in his boat. The vessel was 50 metres from the floating pontoon when there was a crash. He turned around to see vessel 2 driving up and over the port side transom and continued along the port gunwale before it crashed back down into the water.

Vessel 2 knocked over the crewman who was preparing to get off at the pontoon. The skipper stopped the boat to assess any injuries and survey the damage. The skipper of the other vessel turned around and apologised.

The other vessel hit at what is believed to be 20 knots. The vessels were in a 5 knot area. Another boat that saw the incident came up to see if all was ok.

Vessel 2 pulled alongside, said nothing and then left. The skipper gave the owner of the other vessel his phone number. Vessel 1 suffered damage to the port side transom and gunwale. In the skipper's opinion this was a hit and run that very nearly caused the death of two people in a navigable channel.

Had the boarding ladder not deflected the boat, this incident could have had greater consequences. It scared the living daylights out of those on board, left them very badly shaken and traumatised.

Vessel 2 : On returning to the Manawatu Marine Boating Club to drop off a crew member, the skipper held a clear view of the drop off point and were aware of two boats to the right. He looked around to see if there were any other craft to either side or behind of the vessel whilst simultaneously passing the car keys to a crew member.

On looking back to the front a small boat was seen ahead. The skipper turned to the left but it was too late and the vessel glanced over the left hand rear corner of the other boat. At the time of the incident the vessel was approximately 150 m away from the 5 kmph area and had reduced the speed to approx. 25-30 kmph.

Following the incident the skipper stopped, determined that no one was hurt and that the other vessel was not taking on water. A crew member commented that prior to receiving the car keys he had not seen the other boat, and couldn't understand where it had come from. I contacted the other boat owner after getting back and finding his name and number, advised him that we would be advising our insurers.

30 March 2013 – 10:00

Equipment failure / Fire

Tasman Sea

Vessel	
Vessel Type	NZ Fishing (SSM)
Vessel Category	FCFV
Length (m)	48

Narrative as reported

The vessel was immobilised after an engine fire. Port Taranaki Limited was requested to mobilise tug to tow the vessel back to New Plymouth. The acting Harbourmaster said the vessel's engine broke down due to a broken bearing between the gearbox and engine.

30 March 2013 – 12:00

Divers failing to surface at agreed time

Kapiti Island

Vessel	
Vessel Type	NZ Diving (SOP)
Vessel Category	Dive Vessel
Length (m)	4.90

Narrative as reported

Three divers failed to surface at the agreed time. The skipper put out pan pan 15 minutes after the agreed dive time was up. The owner couldn't locate the divers on the surface so a full search was initiated with Coastguard & Police organising a search. The divers were located approx. 2 hours after they went missing.

30 March 2013 – 12:15

Propulsion Failure

Mahurangi River

Vessel	
Vessel Type	NZ Passenger (SSM)
Vessel Category	Tourism Activity
Length (m)	11

Narrative as reported

The boiler was losing water and steam. Measures were taken to reverse this, but it did not work. The skipper followed the standard procedure and shut down the engine, closed off the fire, anchored, drew the fire, and called for assistance.

Assistance was provided by a motorized barge, which was used to tow the vessel back to the wharf. The vessel arrived about a quarter of an hour later than anticipated. After discussion with the owner it is believed that the problem was a faulty check valve.

This problem was made worse when the skipper inadvertently set one of the sight glass valves to the wrong position when trying to check the level of water in the boiler. Upon further checking, and some retraining, those involved confirmed that the vessel can be operated safely.

30 March 2013 – 14:15

Injury only

Okere Section, Kaituna River

Vessel	
Vessel Type	Raft (SOP)
Vessel Category	Adventure
Length (m)	1

Narrative as reported

The injured person has had previous knee cap injuries. The force of the flow and her kicking was the cause of her knee becoming dislocated. At this point she let go off her sledge, the trip leader rescued her and she told him what had happened. She said she had put her knee back in to place but was still in pain.

The guides decided to evacuate her from the river as soon as they could. Another rafting company turned up with two rafts and so they decided they would evacuate her down to the take out point. The guides placed her in the raft and she was paddled down to take out.

The trip leader gave her an ice pack for her lip. She was in a bit of pain but she said she was ok, just glad to be off the river. When the trip was over they headed back to base. The trip leader strapped up her knee. A friend then came to pick her up.

31 March 2013 – 15:35

Injury Only

Tinopai

Vessel	
Vessel Type	Recreational
Vessel Category	Power boat / Jet boat

Length (m)	5.88
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Narrative as reported

A 9 year-old boy was injured while being towed with two others on a ski biscuit. The report suggests that the boat came to a stop (or near stop) and all three boys on the biscuit were climbing back on board the boat.

The boy slipped and was cut either by the skeg or prop. It is unclear whether the engine was in gear or neutral.

31 March 2013 – 18:00

Flip / Overturn / Injury Only

Waimarama Beach

Vessel	
Vessel Type	Recreational
Vessel Category	Power boat / Jet boat
Length (m)	4.1

Narrative as reported

The skipper was with a friend on the 4.1 metre rubber open boat heading out against the waves. The boat flipped over and threw them out. The engine control safety link tied to his hand did not break. His right foot made contact with the running propeller. This resulted in a deep laceration about 200 mm in length.

1 April 2013 – 02:00

Grounding

Farewell Spit

Vessel	
Vessel Type	NZ Fishing (SSM)
Vessel Category	Trawler
Length (m)	23.24

Narrative as reported

The skipper went to bed at 0030 while the crew was finishing off some fish on the deck. He told them to keep a good eye on the course and call when they had finished. The boat was idling down the spit around 3 - 4 miles off, at 3 knots.

The mate had been in to see the skipper 30 minutes before the grounding to report that the boat was still on course. Around 0200 the skipper was woken up and the boat was on the beach. They tried to back up but the vessel was stuck. A call was put out to Maritime Radio to let them know what had happened.

The skipper got in touch with another vessel and they made their way to the grounded vessel. Around 1400 three vessels pulled the grounded vessel off the beach. The vessel had lost steering so it was towed back to Nelson. The skipper thinks the auto-pilot failed and turned the boat 90 degrees towards the spit.

1 April 2013 – 12:00

Contact / Grounding

Ruthe Passage

Vessel	
Vessel Type	NZ Passenger (SSM)
Vessel Category	Fishing Charter
Length (m)	14

Narrative as reported

The vessel was being used for private use over the Easter Weekend (not chartered) by one of the owners. At midday the vessel hit the end of the reef in Ruthe Passage. The skipper felt he was far enough away from the marker to make a safe turn.

Once the turn was made the skipper felt a slight bump, and after a few minutes the bilge alarm sounded. This indicated that the vessel was taking on water. He quickly checked the engine room and there was no sign of water. There were signs of water in the lower forehead floor area.

The skipper felt he could make it back to Chamberlains Bay and safely beach the boat. This was carried out and a temporary repair to the hull was made to re-float the vessel. The next morning they made their way back to base. At all times the Coastguard was updated with their progress.

1 April 2013 – 19:10

Electrical Power Failure / Steering gear failure

Dep JA/S

Vessel	
Vessel Type	Foreign SOLAS (ISM)
Vessel Category	General Cargo / Multi-purpose
Length (m)	130

Narrative as reported

The vessel was backing out of the berth JA/S into the stream when the vessel experienced a blackout and steering gear failure. The power was restored within a minute.

2 April 2013 – 08:15

Collision

Karori Bank, Auckland Airport

Vessel	
Vessel Type	SOP Hovercraft
Vessel Category	Hovercraft
Length (m)	11.35

Narrative as reported

The skipper had been informed that if there were swans located close to the airport that they were to move them away.

On the way to Onehunga three swans were spotted and as the skipper turned to port the swans started to take flight back towards the airport. He tried to turn tighter to cut them off when he noticed the airport limits marker 40 m off directly in the craft's path.

The skipper tried to take evasive action and turned to starboard to prevent a collision. When he realised the collision was inevitable he dropped the engine throttle. The marker pole was struck at approximately 15 knots, causing damage to the front of the vessel. They presume that approximately 30 litres of diesel was released.

3 April 2013 – 12:34

Grounding

Near Rotoroa Island

Vessel	
Vessel Type	NZ Passenger (SSM)
Vessel Category	Hire & Drive Charter
Length (m)	13.99

Narrative as reported

The vessel was heading NE on a light NWER towards Rotoroa Island. The skipper saw the marks (3 cardinal marks) ahead but wasn't sure which side to go to.

The vessel was doing 5.3 knots. The skipper misinterpreted the south cardinal mark as meaning the danger is to the south and the others as danger to the west. He had looked at the charts the previous night but hadn't planned a passage. There was a chart and GPS in the cockpit but it was too late to check these once the vessel had grounded.

4 April 2013 – 03:15

Mooring line Failure

Taranaki Harbour Entrance

Vessel	
Vessel Type	Foreign SOLAS (ISM)
Vessel Category	Chemical Tanker
Length (m)	179

Narrative as reported

There was a delay by the ship in making tugs secure. The passage plan was discussed between the pilot and master. The pilot confirmed with the master that crew were to throw a heaving line down to the tugs as soon as possible. A picture of a heaving line was shown, and a picture of the tugs line with a permanent messenger attached to it was also shown.

The captain then advised the deck officers forward and aft to have a heaving line, not a messenger, ready to secure the tugs. At the harbour entrance, both tugs reported that the crew did not throw a heaving line, but dropped a messenger down to the tugs.

This messenger was too short and the tugs could not attach their lines. Two further attempts were made forward before the tug was finally made fast. The pilot asked the captain later why the crew did not obey his orders, and he said they thought it would be safer to use a messenger as that is what they always do.

4 April 2013 – 20:36

Cargo Shift

Port of Gisborne

Vessel	
Vessel Type	Foreign SOLAS (ISM)
Vessel Category	Bulk Carrier
Length (m)	139

Narrative as reported

While loading more logs onto the vessel a couple of logs went into the harbour. Nobody was hurt, and the crew have organised a recovery boat which will try to get the logs back. Someone from the Port has attended.

5 April 2013 – 04:09

Propulsion failure

Cook Strait

Vessel	
Vessel Type	NZ Passenger (NZISM)
Vessel Category	Ro-Ro Passenger
Length (m)	124.9

Narrative as reported

The port main engine stopped. The vessel was diverted to the Northern Entrance under starboard engine. The vessel restarted the port main engine prior to entry into the Northern Entrance to Picton.

5 April 2013 – 08:00**Mooring line failure****Napier Port 5, Wharf South**

Vessel	
Vessel Type	Foreign SOLAS (ISM)
Vessel Category	Container Ship
Length (m)	184

Narrative as reported

Shoreline lanyard parted during berthing operations due to a twist in the line not being removed prior to use. No injuries sustained by personnel.

5 April 2013 – 10:30**Extreme vessel movement / Capsize****Between Ettrick and Millers Flat, Clutha River**

Vessel	
Vessel Type	NZ Non-Passenger (SSM)
Vessel Category	Workboat
Length (m)	23.9

Narrative as reported

While still attached to the main mooring lines the vessel was repositioning a starboard lateral stern dredging anchor with the assistance of main engines. The hydraulic engine stalled and the crew were unable to feed out the stern anchor warp, which came up tight.

This caused the dredge to slew to port in the fast current. The service tender was unmanned and tethered to the dredge. The dredge, now on the upstream side (starboard) broke its tethers and was forced under the dredge. It was subsequently lost downstream and partially submerged.

The hydraulic engine was restarted and the dredge secured. The service tender was recovered approximately 8 km down river at an area known as Horseshoe Bend but had been damaged after passing through rapids.

6 April 2013 – 17:40

Injury only

Wellington Berth

Vessel	
Vessel Type	NZ Passenger (NZISM)
Vessel Category	Ro-Ro Passenger
Length (m)	177.34

Narrative as reported

A trainee was ripping a t-shirt for rags when he slipped and wacked his hand into a wooden wardrobe. His hand swelled up.

6 April 2013 – 19:15

Equipment failure

Eastern Side, Jellicoe Wharf

Vessel	
Vessel Type	Foreign SOLAS (ISM)
Length (m)	140

Narrative as reported

During the pre-departure engine test, the engine appeared to have stopped. The telegraph showed "STAND BY ENGINE". This may have been a crew error. The vessel proceeded ahead 30 metres. Telegraph put to "STOP" and the engine did stop. This resulted in two parted mooring lines, the vessel was stabilized alongside. The engine was proved to be working correctly and the vessel sailed without incident.

7 April 2013 – 23:00

Grounding

White Island

Vessel	
Vessel Type	Recreation
Vessel Category	Yacht (sail)
Length (m)	18

Narrative as reported

When it got very windy and a swell came up the skipper decided to move the boat. He had three passengers with him. He started up the engine and the anchor was pulled up. The boat was anchored approximately 70 – 100 m off White Island.

The skipper checked the radar and they were facing out to sea. The sky was pitch black – no visibility. After lifting the anchor, unbeknown to him the boat had swung around to face the island. He powered up the boat and next thing he knew the vessel hit rocks. He checked the radar again to see they were heading for White Island.

The skipper had two more attempts to power up the boat and turn it but to no avail. At this point it sounded like the propeller was breaking up so the skipper turned the motor off and the swell/tide/wind quickly washed them onto the beach/rocks.

8 April 2013 – 23:10

Grounding

Happy Jack Island (Motukahaua Is)

Vessel	
Vessel Type	Recreational
Vessel Category	Yacht (sail)
Length (m)	9.75

Narrative as reported

The vessel ran aground on the Happy Jack Islands hitting rocks at approx. 25 knots coming to a sudden stop. RCCNZ coordinated SAR incident as a result of EPIRB activation tasking Westpac

Rescue, Coastguard vessel and a private vessel. Three people were uplifted from the island by the Coastguard vessel and returned to Auckland for medical treatment.

9 April 2013 – 09:35

Propulsion failure

Cook Strait

Vessel	
Vessel Type	NZ Passenger (NZISM)
Vessel Category	Passenger / Freight Ferry
Length (m)	133

Narrative as reported

The port main engine was stopped as engine room requirements. This was the result of a high temperature alarm on the port shaft alternator. The port main engine was restarted after 13 minutes and the voyage was completed with both main engines.

10 April 2013 – 05:30

Injury only

Berth 5, Port of Napier

Vessel	
Vessel Type	Foreign SOLAS (ISM)
Vessel Category	Container Ship
Length (m)	247

Narrative as reported

A worker strained his back while attempting to place a high lashing bar. This was the result of a poor vessel design/lashing plan.

10 April 2013 – 09:40

Collision

Lake Karapiro

Vessel 1	
Vessel Type	NZ Non-Passenger (SSM)
Vessel Category	Other
Length (m)	7.3

Vessel 2	
Vessel Type	Recreational
Vessel Category	Rowing Skiff
Length (m)	12.2

Narrative as reported

Vessel 1 : There was a firm SW wind and there were some white caps on the lake. The vessel was drifting and idling no more than 50 metres from the shore; while we were discussing safety briefings.

The skipper proceeded to throttle the vessel forward slowly after idling. Almost instantaneously we noticed a rowing skiff passing in front of the vessel; those on board the skiff alerted vessel 1 by shouting.

The distance between the vessels was approximately 2-3 meters, there was little time to act, and the vessels collided. The starboard-bow of vessel 1 impacted on the port-side. After the initial impact vessel 1 backed away. All rowers remained in the vessel and it was not swamped or capsized.

Vessel 2 : The skiff was completing a morning row. The crew were aware that vessel 2 was initially stationary and believed the distances between the vessels was safe to continue. The crew had completed their final stroke when they became aware of the sound of the motor of vessel 1.

The crew used their voices but it was too late to avoid the impact. The vessel impacted on the port side. Those on vessel 1 ensured the crew was ok and safe and then escorted them back to the pontoons.

11 April 2013 – 21:25

Electrical failure

Rangitoto

Vessel	
Vessel Type	Foreign SOLAS (ISM)
Vessel Category	Container Ship
Length (m)	213

Narrative as reported

The vessel encountered a total blackout whilst transiting Rangitoto Channel. The steering was regained on emergency power, engine restarted to DS ahead. It was berthed without further incident.

12 April 2013 – 05:30

Fire

North of Haast

Vessel	
Vessel Type	NZ Fishing (SSM)
Vessel Category	Trawler
Length (m)	22.6

Narrative as reported

The boat was approx. 6 miles off shore. At approx. 0530 the skipper noticed the lights flickering so he went to investigate and found smoke bellowing out of the air intake for the gen set. There was a fire in the auxiliary room, an explosion and then the vessel started taking on water.

The skipper raised the rest of the crew. He started the main engine and headed the boat inshore while the rest of the crew tried to extinguish the fire. However, the heat was too intense. The fire had knocked out the boat's electronics and 12 volt VHF power system, resulting in the radios not working.

At approx. 0620 they sent up a flare. A fishing vessel was anchored nearby and the skipper sighted the flare so hauled his anchor and headed towards it. The fishing vessel met up with the vessel approx. 2 miles off shore and took the 4 crew aboard their vessel. The vessel heeled over and sank approx. 500 m off shore south of Ship Creek viewing platform.

12 April 2013 – 12:15

Hit submerged object

Tarakena Bay, Wellington

Vessel	
Vessel Type	Non-Passenger Ship (SSM)
Vessel Category	Other
Length (m)	8.8

Narrative as reported

On entering Tarakena Bay the vessel struck a rock, taking the skeg off the port outboard motor and damaging the fibreglass hull on the port side. Nil injured.

14 April 2013 – 04:00

Injury only

Port of Napier

Vessel	
Vessel Type	Foreign SOLAS (ISM)
Vessel Category	Container Ship
Length (m)	231

Narrative as reported

A lasher was injured while unlashng containers. While loosening the turnbuckle the 3 high bar dropped out. The lasher turned to push the falling bar away to prevent it falling on him. This stressed his lower back. Initially he felt well enough to continue work but couldn't when the pain became worse.

14 April 2013 – 07:15

Fire

4 NM East of Table Cave

Vessel	
Vessel Type	NZ Fishing (SSM)
Vessel Category	Purse Seiner
Length (m)	78

Narrative as reported

No description.

15 April 2013– 05:35

Grounding

Tauranga Harbour

Vessel	
Vessel Type	Non-Passenger Ship (SSM)
Vessel Category	Work Boat
Length (m)	23

Narrative as reported

The vessel made fast to aft end of another vessel to assist with berthing. The vessel took an unexpected and dramatic sheer to starboard and went out of the channel. The tug crew were unable to detect this sheer from their position. Their main focus was on making fast and manoeuvring in close proximity to the barge.

The tug was drawn out of the channel and grounded briefly on a sandy bottom. An engineering and dive survey were conducted back at the berth and only minor paint damage was found. The tug was returned to service after survey.

15 April 2013 – 06:30

Propulsion failure

Wellington

Vessel	
Vessel Type	NZ Passenger (NZISM)
Vessel Category	Ro-Ro Passenger / Vehicular Ferry
Length (m)	150

Narrative as reported

At 0630 hours the vessel was proceeding from Wellington. The weather conditions were calm. The load was increased as per normal practice with the vessel operating on. High temperature alarms were activated on the main engines. The load was reduced, simultaneously the HT Amot Valve was placed on "Full Cooling".

Converters were stopped and then restarted to reinstate the propulsion motors that had tripped. After successfully completing the trials the vessel proceeded to Picton. The HT Amot Valve remained on manual control in the "Full Cooling" position. The temperature control on the Main Engines was achieved with the thermostats fitted to each engine.

15 April 2013– 10:45

Hit by an object

Kaituna River

Vessel	
Vessel Type	Raft (SOP)
Vessel Category	Adventure
Length (m)	4.3

Narrative as reported

One of the rafting customer was accidentally hit in the right forearm with a paddle by the skipper. His arm was placed in a sling and he was taken to accident and emergency, suspecting a small fracture or bruising.

15 April 2013 – 13:00

Injury only

West Park Marina

Vessel	
Vessel Type	NZ Passenger (SSM)
Vessel Category	Passenger
Length (m)	14.2

Narrative as reported

While installing a new battery the skipper's finger was caught between battery and battery box causing a laceration and fracture of his right little finger.

15 April 2013 – 14:00

Near miss / Close quarters

North Head Devonport

Vessel	
Vessel Type	NZ Fishing (SSM)
Vessel Category	Trawler
Length (m)	18.12

Narrative as reported

On sea trail, out of Auckland, the vessel merged with three yachts coming into Auckland. Making way approximately 6-7 knots when one of the yachts (under sail) broached (on the starboard side) to port, across the bow. Collision was possible and evasive action was taken. The vessel was put into reverse and managed to pull away.

15 April 2013 – 17:15

Lifting / Cargo gear failure

Dunedin Fryatt Street Wharf Harbour Cold

Vessel	
Vessel Type	NZ Fishing (SSM)
Vessel Category	Trawler
Length (m)	64

Narrative as reported

During the vessel unload the clutch on the port side derrick wire worked itself loose causing the winch drum to free-spool placing all the weight on the starboard side derrick wire. The pallet was about a metre from the freezer hold floor and as one side became loose the pallet swung towards the taut wire side.

The flat plate of the pallet hit the wall, conveyor belt and a worker's back. This trapped him between the wall, conveyor belt, boxes and pallet. The boxes that were on the pallet fell in a staggered pattern behind the pallet. The pallet and boxes narrowly missed another worker. The pallet and boxes were moved to free the trapped worker.

Subsequent investigation revealed the worker suffered some bruising to his back. The leading hand was also present in the hold at the time of the event.

15 April 2013 – 19:30

Mooring line failure

Opuia

Vessel	
Vessel Type	NZ Fishing (SSM)
Vessel Category	Trawler
Length (m)	11.8

Narrative as reported

Broken mooring shackle. The boat had been checked 6 hours prior to this incident.

15 April 2013 – 19:50

Injury only

Halfway between Stewart and Auckland Is.

Vessel	
Vessel Type	NZ Fishing (SSM)
Vessel Category	Trawler
Length (m)	66

Narrative as reported

A crew member was medevac'd by helicopter due to a medical condition. The crew member was taken to hospital for further assessment.

17 April 2013 – 08:30

Equipment / Electrical power failure

4 NM SE of Atia Point, Kaikoura

Vessel	
Vessel Type	NZ Passenger (SSM)
Vessel Category	Passenger
Length (m)	17.7

Complainant	
Passenger	Anon

Narrative as reported

Vessel : There was an electrical burning smell at the helm station on the vessel. 21 pax & one crew member moved out of the main cabin to muster station on stern. The skipper and two of the crew removed panels covering electrics around helm station. The source of the short circuit was located and the wires were moved to eliminate short. The vessel returned to port.

Complainant : Smoke filled the cabin. Passengers were evacuated outside to the back of boat. The complainant's concern is nobody was given, or told to get life jackets before evacuating the boat. In his/her opinion this should have been a priority.

The complainant thinks the captain needs to be investigated as to why getting out life jackets before evacuating the boat is not standard practice. It was scary for many on board.

18 April 2013 – 10:05

Injury only

Lake Taupo

Vessel	
Vessel Type	NZ Passenger (NZISM)
Vessel Category	Ro-Ro Passenger
Length (m)	15

Narrative as reported

No description - Passenger crushed hands using slip / trip / fall due to cargo / items / objects shifting.

18 April 2013 – 15:40

Contact

Voyager Maritime Museum

Vessel	
Vessel Type	NZ Passenger (NZISM)
Vessel Category	Other Charter
Length (m)	13.7

Narrative as reported

When entering the berth the vessel was out of line. The skipper stopped the boat and it drifted across the face of the adjacent berth. The skipper asked the crew to fend off expecting her to push against the fore stay of the other vessel.

Instead the crew placed her hand on the end of the bow strip and the vessel drifted slowly sideways to trap her hand between the bow strip of the moored vessel and the comings of the vessel. The injury required stitches to the third finger.

18 April 2013 –

Injury only

Berth 4, Mt Maunganui

Vessel	
Vessel Type	NZ Fishing (SSM)
Vessel Category	Purse Seiner
Length (m)	78

Narrative as reported

No description – Employee sustained a crushing injury to his hands whilst using machinery / equipment / gear.

20 April 2013 –

Complaint

Home Bay near Rakino Island

Vessel	
Vessel Type	NZ Fishing (SSM)
Vessel Category	Fishing
Length (m)	12

Narrative as reported

A complaint was received regarding a vessel. The complainant was in his dinghy fishing near Home Bay when he was swamped by the wake created by the vessel, which he thinks was travelling at a full rate of knots (as per the sound of the engine).

On returning to the shore, the complainant spoke to the Master of the vessel and told him that he should have slowed down. The master said he never saw the complainant and he was too far away for his wake to have swamped him.

21 April 2013 – 09:10

Injury only

Firth of Thames, Auckland

Vessel	
Vessel Type	NZ Passenger (SSM)
Vessel Category	Fishing Charter
Length (m)	8

Narrative as reported

The skipper made a pan pan call to Auckland maritime radio when a charter client fainted and struck his head on the deck after suffering mild sea sickness. The skipper had asked the client on two occasions whether he would like me to move to calmer waters. He had declined and said he would be ok, as the fishing was good.

The incident occurred shortly after. He was initially unconscious, but regained consciousness within 2 to 3 minutes. He was put in the recovery position. The skipper had one of the clients on board attend to him as his head hit the deck very hard.

The skipper then called maritime radio to request for an ambulance to be sent to the Waikawau River boat ramp. By this stage the client had recovered somewhat but the ambulance staff decided to take him to Hospital A&E for observation.

21 April 2013 – 09:50

Propulsion failure

Stirling Point, Bluff Harbour

Vessel	
Vessel Type	NZ Passenger (SSM)
Vessel Category	Passenger

Length (m)	23
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Narrative as reported

The coupling between the port engine and gearbox failed on departure from the Port of Bluff on a scheduled sailing. The vessel was returned alongside on one engine and the service was transferred to another vessel. The failed part has since been replaced and the vessel is back in service.

21 April 2013 – 10:00

Injury only

Cook Strait, Wellington

Vessel	
Vessel Type	NZ Passenger (NZISM)
Vessel Category	Ro-Ro Passenger / Vehicular Ferry
Length (m)	181.6

Narrative as reported

A child passenger was playing in the play area when she slipped and hurt her foot. It was subsequently reported to the company that the child has a broken toe.

22 April 2013 – 18:20

Propulsion failure

Kennedy Point Ramp, Waiheke Island

Vessel	
Vessel Type	NZ Passenger (SSM)
Vessel Category	Passenger
Length (m)	43.28

Narrative as reported

While coming into the ramp at Kennedy Point the skipper selected reverse on all three engines. Number 1 and 2 selected but number 3, the starboard engine appeared to have stalled. On inspection it was noted that the main blower was not operating. This was confirmed when the engine was stripped down. The vessel was berthed without incident.

23 April 2013 – 07:00**Foundered****Coromandel Harbour**

Vessel	
Vessel Type	Recreational
Vessel Category	Launch
Length (m)	15.25

Narrative as reported

A phone call from the Harbourmaster informed the owner that the boat had taken on water and was sitting on the bottom while fixed to a mooring in the Coromandel Harbour.

24 April 2013 –**Complaint**

Vessel	
Vessel Type	Foreign SOLAS (ISM)
Vessel Category	Support Vessel
Length (m)	100

Narrative as reported

A concern was expressed that the crew on a vessel have not received the shore based training required for confined space/void space entry, and the resulting risk to the crew.

25 April 2013 – 13:45

Equipment failure

Approx. 200 m east of Harbour Bridge

Vessel	
Vessel Type	NZ Passenger Ship (SSM)
Vessel Category	Passenger
Length (m)	17

Narrative as reported

The vessel was motor sailing close hauled and pinching up into the wind, when a gust came and the main topmast broke, to leave the top half that had broken off, hanging from the triadic stay still fixed to the top of the mizzen topmast.

The sail was immediately lowered and the skipper had the passengers come aft, and secured all loose rigging. Once the rigging was secured, the passengers were encouraged forward again, and the crew proceeded to the vessel's berth. Upon arrival passengers were looked after ashore and the crew proceeded to clear the topmast and associated rigging ashore, and set up the vessel for motoring use.

A temporary forward stay was rigged for the mizzen mast. Checking the break in the topmast revealed an area of dry rot. No harm resulted to anyone on board, and no more damage, apart from the topmast, occurred. The vessel has been left with its masts well supported, in a condition able to be motored safely with passengers on board.